

Hastings (WA) Marchant
 Heller Matheson
 Hensarling McCarthy (CA)
 Herger McCaul
 Herseth Sandlin McClintock
 Hill McCotter
 Hunter McHenry
 Inglis McKeon
 Issa McMorris
 Jenkins Rodgers
 Johnson (IL) Mica
 Johnson, Sam Miller (FL)
 Jones Miller (MI)
 Jordan (OH) Miller, Gary
 King (IA) Minnick
 King (NY) Mitchell
 Kingston Murphy (NY)
 Kline Murphy, Tim
 Kline (MN) Myrick
 Kratovil Neugebauer
 Lamborn Nunes
 Lance Nye
 Latham Olson
 LaTourette Paul
 Latta Paulsen
 Lee (NY) Pence
 Lewis (CA) Petri
 Linder Pitts
 LoBiondo Platts
 Lucas Posey
 Luetkemeyer Price (GA)
 Lummis Putnam
 Lungren, Daniel Rehberg
 E. Reichert
 Mack Roe (TN)
 Manzullo Rogers (AL)

Rogers (KY)
 Rogers (MI)
 Rohrabacher
 Rooney
 Ros-Lehtinen
 Roskam
 Royce
 Ryan (WI)
 Scalise
 Schmidt
 Schock
 Sensenbrenner
 Sessions
 Shimkus
 Shuler
 Shuster
 Simpson
 Smith (NE)
 Smith (NJ)
 Smith (TX)
 Stearns
 Sullivan
 Terry
 Thompson (PA)
 Thornberry
 Tiberi
 Turner
 Upton
 Walden
 Westmoreland
 Whitfield
 Wilson (SC)
 Wittman
 Wolf
 Young (AK)

NOT VOTING—17

Akin Meeks (NY)
 Andrews Moran (KS)
 Higgins Poe (TX)
 Hoekstra Radanovich
 Israel Shadegg
 Lynch Tiahrt
 Wamp
 Waters
 Waxman
 Young (FL)

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in this vote.

□ 1347

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

SENIOR FINANCIAL
EMPOWERMENT ACT OF 2010

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 3040) to prevent mail, telemarketing, and Internet fraud targeting seniors in the United States, to promote efforts to increase public awareness of the enormous impact that mail, telemarketing, and Internet fraud have on seniors, to educate the public, seniors, their families, and their caregivers about how to identify and combat fraudulent activity, and for other purposes, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Virginia (Mr. SCOTT) that the House suspend the rules and pass the bill, as amended.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 335, nays 81, not voting 16, as follows:

[Roll No. 487]

YEAS—335

Ackerman
 Aderholt
 Adler (NJ)
 Alexander
 Altmire
 Arcuri
 Austria
 Baca
 Bachmann
 Bachus
 Baldwin
 Barrow
 Becerra
 Berkley
 Berman
 Berry
 Biggert
 Bilbray
 Bilirakis
 Bishop (GA)
 Bishop (NY)
 Blumenauer
 Blunt
 Boccieri
 Bonner
 Boozman
 Boren
 Boswell
 Boucher
 Boustany
 Boyd
 Brady (PA)
 Braley (IA)
 Bright
 Brown, Corrine
 Brown-Waite,
 Ginny
 Buchanan
 Butterfield
 Calvert
 Cao
 Capito
 Capps
 Capuano
 Cardoza
 Carnahan
 Carney
 Carson (IN)
 Cassidy
 Castle
 Castor (FL)
 Chandler
 Childers
 Chu
 Clarke
 Clay
 Cleaver
 Clyburn
 Cohen
 Cole
 Connolly (VA)
 Conyers
 Cooper
 Costa
 Costello
 Courtney
 Crenshaw
 Critz
 Crowley
 Cuellar
 Culberson
 Cummings
 Dahlkemper
 Davis (AL)
 Davis (CA)
 Davis (IL)
 Davis (KY)
 Davis (TN)
 DeFazio
 DeGette
 Delahunt
 DeLauro
 Dent
 Deutch
 Diaz-Balart, L.
 Diaz-Balart, M.
 Dicks
 Dingell
 Djou
 Doggett
 Donnelly (IN)
 Doyle
 Dreier
 Driehaus
 Edwards (MD)
 Edwards (TX)

Ehlers
 Ellison
 Ellsworth
 Emerson
 Engel
 Eshoo
 Etheridge
 Fallin
 Farr
 Fattah
 Filner
 Forbes
 Fortenberry
 Foster
 Frelinghuysen
 Fudge
 Gallegly
 Garamendi
 Gerlach
 Giffords
 Gohmert
 Gonzalez
 Gordon (TN)
 Granger
 Graves (MO)
 Grayson
 Green, Al
 Green, Gene
 Griffith
 Grijalva
 Guthrie
 Gutierrez
 Hall (NY)
 Hall (TX)
 Halvorson
 Hare
 Harman
 Harper
 Hastings (FL)
 Heinrich
 Heller
 Herseth Sandlin
 Higgins
 Hill
 Himes
 Hinchey
 Hinojosa
 Hirono
 Hodes
 Holden
 Holt
 Honda
 Hoyer
 Inslee
 Israel
 Jackson (IL)
 Jackson Lee
 (TX)
 Jenkins
 Johnson (GA)
 Johnson, E. B.
 Jones
 Kagen
 Kanjorski
 Kaptur
 Kennedy
 Kildee
 Kilpatrick (MI)
 Kilroy
 Kind
 King (NY)
 Kirk
 Kirkpatrick (AZ)
 Kissell
 Klein (FL)
 Kline (MN)
 Kosmas
 Kratovil
 Kucinich
 Lance
 Langevin
 Larsen (WA)
 Larson (CT)
 Latham
 LaTourette
 Lee (CA)
 Lee (NY)
 Levin
 Lewis (CA)
 Lewis (GA)
 Lipinski
 LoBiondo
 Lofgren, Zoe
 Lowey
 Lucas
 Luetkemeyer

Scott (GA)
 Scott (VA)
 Serrano
 Sessions
 Sestak
 Shea-Porter
 Sherman
 Shimkus
 Shuler
 Sires
 Skelton
 Slaughter
 Smith (NE)
 Smith (NJ)
 Smith (TX)
 Smith (WA)
 Snyder
 Space

Luján
 Lungren, Daniel
 E.
 Maffei
 Maloney
 Markey (CO)
 Markey (MA)
 Marshall
 Matheson
 Matsui
 McCarthy (NY)
 McCaul
 McCollum
 McCotter
 McDermott
 McGovern
 McHenry
 McIntyre
 McMahon
 McMorris
 Rodgers
 McNeerney
 Meek (FL)
 Meeks (NY)
 Melancon
 Mica
 Michaud
 Miller (NC)
 Miller, George
 Minnick
 Mitchell
 Mollohan
 Moore (KS)
 Moore (WI)
 Moran (VA)
 Murphy (CT)
 Murphy (NY)
 Murphy, Patrick
 Murphy, Tim
 Nadler (NY)
 Napolitano
 Neal (MA)
 Neugebauer
 Nye
 Oberstar
 Obey
 Olver
 Ortiz
 Owens
 Pallone
 Pascrell
 Pastor (AZ)
 Paulsen
 Payne
 Perlmutter
 Perriello
 Peters
 Peterson
 Pingree (ME)
 Pitts
 Platts
 Poe (TX)
 Polis (CO)
 Pomeroy
 Posey
 Price (NC)
 Putnam
 Quigley
 Rahall
 Rangel
 Rehberg
 Reichert
 Reyes
 Richardson
 Rodriguez
 Rogers (AL)
 Rogers (KY)
 Rooney
 Ros-Lehtinen
 Ross
 Rothman (NJ)
 Roybal-Allard
 Ruppersberger
 Rush
 Ryan (OH)
 Salazar
 Sánchez, Linda
 T.
 Sanchez, Loretta
 Sarbanes
 Scalise
 Schakowsky
 Schauer
 Schiff
 Schrader
 Schwartz

NAYS—81

Baird
 Barrett (SC)
 Bartlett
 Barton (TX)
 Bean
 Bishop (UT)
 Blackburn
 Boehner
 Hunter
 Brady (TX)
 Broun (SC)
 Brown (SC)
 Burgess
 Burton (IN)
 Buyer
 Camp
 Campbell
 Cantor
 Carter
 Chaffetz
 Coble
 Coffman (CO)
 Conaway
 Duncan
 Flake
 Fleming
 Foxx

NOT VOTING—16

Akin
 Andrews
 Frank (MA)
 Hoekstra
 Linder
 Loebsock
 Lynch
 Moran (KS)
 Schock
 Shadegg
 Shuster
 Tiahrt
 Wamp
 Watson
 Waxman
 Young (FL)

□ 1354

So (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. AKIN. Madam Speaker, on July 29, 2010, I was absent from the House and missed rollcall votes 483, 484, 485, 486 and 487. Had I been present, I would have voted “no” on rollcall 483, “no” on rollcall 484, “no” on rollcall 485, “no” on rollcall 486 and “yes” on rollcall 487.

GENERAL LEAVE

Mr. OLIVER. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include tabular and extraneous material on H.R. 5850.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2011

The SPEAKER pro tempore. Pursuant to House Resolution 1569 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 5850.

□ 1355

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 5850) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2011, and for other purposes, with Mr. SNYDER in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Massachusetts (Mr. OLVER) and the gentleman from Iowa (Mr. LATHAM) each will control 30 minutes.

The Chair recognizes the gentleman from Massachusetts.

Mr. OLVER. Mr. Chairman, I yield myself 10 minutes.

Mr. Chairman, it is my privilege and pleasure to present the fiscal year 2011 Transportation, Housing and Urban Development, and Related Agencies appropriations bill to the House.

I want to thank all of the subcommittee members for their input and help with writing this bill. In particular, I would like to recognize my ranking member, TOM LATHAM, for his valuable insights during the 13 hearings the subcommittee held covering the budgets and the challenges facing transportation and housing. We do not always agree, but I greatly appreciate his partnership, and his input has made the bill better.

I also want to recognize the hard work of our staff, specifically on the minority side, Dena Baron—who I notice is soon to multiply—Matt McCardle and Doug Bobbitt, and on the majority side, Kate Hallahan, David Napoliello, Laura Hogshead, Sylvia Garcia, Patrick Hatch, Eve Goldsher, Kristin Palmer, and Blair Anderson. My ranking member and I are lucky to have such a dedicated staff who work amicably and respectfully together. They have spent many late nights putting this bill together, and we would not be here today without their hard work.

The committee-reported bill provides \$67.4 billion in discretionary resources, a decrease of \$500 million below the FY 2010 enacted level and more than \$1.3 billion below the President's request. Within an allocation that is 2 percent below the President's request, we have still been able to develop a bill that

creates jobs through investments in infrastructure and supports families that have been hit the hardest by the foreclosure crisis. These targeted increases are possible because the bill makes a number of significant reductions from the budget request by not funding \$4.8 billion in new, unauthorized initiatives that were proposed by the administration, including the National Infrastructure Bank, the Choice Neighborhoods program, and a major program to transform how our 3,200 public housing authorities function.

□ 1400

Specifically within transportation, investments are targeted to areas that will create skilled jobs immediately and build the infrastructure that underpins future economic growth. The fact remains that our transportation network has great investment needs with aging highways, bridges, and transit systems, and an air traffic control system in desperate need of modernization. It is my belief that we can no longer defer investments in our transportation systems, which provide the foundation for our Nation's economy.

Specifically, the bill provides: \$45.2 billion for the Federal Highway Administration, which is an increase of \$3.9 billion above the President's request, that will allow States to complete additional infrastructure projects, spur the economy, and create approximately 142,000 new jobs.

It provides \$11.3 billion for public transportation programs, an increase in total budgetary resources of \$508 million above the President's request, in order to help address the nearly \$80 billion maintenance backlog needed to meet a state of good repair on the Nation's fixed guideway and bus systems.

It provides a total of \$3.2 billion for Amtrak, the High-Speed Intercity Passenger Rail program, and investments in Positive Train Control. This includes a \$127.5 million increase for the first year of Amtrak's fleet plan that will support the development of a domestic manufacturing base for locomotives and railcars, and it provides \$1.16 billion for NextGen, to modernize our outdated air traffic control system, which will reduce operational costs and allow airlines to utilize our airspace more efficiently.

Within housing, we were able to use a portion of the savings, which I mentioned above, to fill holes where the President eliminated or deeply cut vital programs, including:

Restoring funding to construct housing units for the elderly and disabled to their fiscal 2010 levels;

Restoring \$75 million for 10,000 new VASH housing vouchers, which continues Congress' commitment to homeless veterans;

Providing \$200 million for HOPE VI to rehabilitate the most severely distressed public housing communities in the Nation; and

Restoring \$455 million to the Public Housing Capital Fund to help Public Housing Authorities make critical repairs and improvements to public housing units. Every dollar invested in this program returns over \$2 to the local economies and to the construction industry.

This bill also recognizes that, as the foreclosure crisis continues and with experts estimating that a record 1 million households will lose homes in 2010, access to supportive services is critical.

To that extent, the bill continues the National Reinvestment Corporation's Foreclosure Mitigation Counseling program, because homeowners who receive such counseling through this program are 60 percent more likely to avoid foreclosure than those who do not use such aid. It provides \$2.2 billion for homeless assistance grants to shelter families forced from their homes, and it takes a strong step forward in our commitment to reducing chronic homelessness.

Overall, HUD programs are maintained at levels that will ensure affordable housing opportunities are available as families recover from the economic downturn.

More broadly, this bill recognizes that the current paradigm in which affordable housing is connected to unaffordable commutes is unsustainable for families' budgets. As such, the bill provides \$677 million to coordinate transportation and infrastructure investments with the availability of housing and community services in order to decrease transportation costs, improve access to jobs and services, promote healthy communities, and enhance community connectivity.

Finally, I expect many Members to come before this body today to talk about reducing spending and the moral imperative of not leaving a deficit for future generations. Let me remind everyone that the investments in this bill address another looming deficit, specifically our transportation and housing infrastructure deficit.

The Department of Transportation's most recent Conditions and Performance Report indicates there is an annual investment gap of \$26.9 billion to maintain our current system of highways and bridges and an annual gap of \$95.9 billion to improve the system. Every dollar deferred today will catch up to the next generation in the form of falling bridges, broken roads, deteriorating housing, and an economy choked by congestion.

In conclusion, we worked hard to balance many competing needs to produce a bill that reflects the bipartisan needs of transportation and housing and that puts Americans back to work. I am pleased with the product, and I urge Members to support it.